

Message Text

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ORIGIN EB-11

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FM SECSTATE WASHDC

TO AMEMBASSY VIENNA

INFO AMEMBASSY BERN

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AMEMBASSY LONDON

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E.O. 11652: N/A

TAGS: ETRN, AU

SUBJECT: CIVAIR - BERLIN-VIENNA SERVICE

REF: (A) VIENNA 2902, (B) VIENNA 2874

1. IN DELIVERING NOTE TO AUSTRIANS NEXT WEEK (SEE BELOW)
DEPARTMENT WILL POINT OUT THAT AUTHORITY WE ARE SEEKING IN
ORDER TO INITIATE BERLIN-VIENNA SERVICE IS, FOR PRACTICAL
PURPOSES, MERELY A REALLOCATION OF CAPACITY MOUNTED IN
US-AUSTRIAN MARKET IN SUMMER 1973. THIS STEMS FROM FACT
THAT PAN AM IS SCHEDULING, IN PART ON BASIS OF PLAN TO OPEN
BERLIN-VIENNA SERVICE, DAILY 707 NEW YORK-AMSTERDAM-VIENNA
THIS SUMMER AS CONTRASTED WITH DAILY 747 NEW YORK-
FRANKFORT-VIENNA IN SUMMER 1973. THUS, COMBINATION OF
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DAILY 707 NEW YORK-VIENNA PLUS DAILY 727 BERLIN-VIENNA

WOULD AMOUNT TO REDUCTION IN 1974 OVERALL CAPACITY OFFERED BY PAN AM BETWEEN VIENNA AND POINTS IN US AND FRG/BERLIN.

2. FOLLOWING COMMENTS ARE KEYED TO PARAGRAPHS OF REF B:

A. PARA 1 (A) LIMITATIONS ON FREQUENCIES OFFERED TO AUA WERE IMPOSED FOR POLITICAL RATHER THAN COMMERCIAL REASONS. AS EXPLAINED TO AUA AT TIME, MAJOR OBJECTIVE OF ALLIES IN BERLIN IS TO MAINTAIN COMMERCIAL VIABILITY OF AIRLINES USING CORRIDORS IN ORDER KEEP CORRIDORS IN CONSTANT USE.

IN GRANTING LANDING RIGHTS IN WESTERN SECTORS OF BERLIN TO AUA AND ASA, BOTH WERE INFORMED THAT OFFER WAS BEING MADE ON EXPERIMENTAL BASIS IN ORDER DETERMINE WHETHER SUCH SERVICE WOULD HAVE ADVERSE EFFECT ON REVENUES OF PAA AND BEA, AND HENCE FOUNDATION OF CORRIDOR REGIME. BERLIN-VIENNA SERVICE BY PAA, HOWEVER, SHOULD BOLSTER RATHER THAN ERODE COMMERCIAL HEALTH OF PAA'S CORRIDOR OPERATIONS, AND THUS DOES NOT RAISE ISSUE POSED BY PENETRATION OF MARKET BY NEW AIRLINE.

B. PARAS 1(B), (C) AND (D) THIRD SENTENCE OF PARA THREE WILL BE AMENDED TO READ "THE USG WOULD APPRECIATE RECEIVING ASSURANCES FROM THE GOA THAT SUCH A SERVICE WOULD BE PERMITTED UNDER THE AGREEMENT." WE PREFER TO FINESSE THE QUESTION OF WHETHER WE ARE REQUESTING GOA APPROVAL OF THIS SERVICE, SINCE, AS THE EMBASSY SURMISED, WE ARE SEEKING AUSTRIAN ACQUIESCENCE IN LIBERAL INTERPRETATION OF THE AGREEMENT. AS STATED IN NOTE WE WILL DELIVER TO AUSTRIANS, PAN AM COULD UNDER THE AGREEMENT OPERATE ITS NEW YORK-VIENNA SERVICE AS A NEW YORK-BERLIN-VIENNA SERVICE AND RETURN, CARRYING PASSENGERS, MAIL AND CARGO BERLIN-VIENNA. HOWEVER, SUCH A SERVICE WOULD (1) PROVE OPERATIONALLY BURDENSOME AND COSTLY, (2) INVOLVE THE PROBLEMS OF LANDING A LARGE AIRCRAFT (707) AT TEMPLEHOF IN BERLIN, AND (3) TIE BERLIN-VIENNA ARRIVAL AND DEPARTURE TIMES TO THE TRANSATLANTIC SERVICE, ALL OF WHICH WOULD VITIATE THE VALUE OF THE PROPOSED SERVICE. IF THE GOA IS PREPARED TO ENDORSE OUR PROPOSAL, IT WILL HAVE THE OPTION OF DECIDING WHETHER LIMITED OFFICIAL USE

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THE SERVICE SHOULD BE OPERATED UNDER THE AGREEMENT, OR, ON THE OTHER HAND, ON THE BASIS OF ADDITIONAL AUTHORITY, BY MEANS OF AN AMENDMENT TO THE AGREEMENT OR AN EXCHANGE OF NOTES OUTSIDE IT. OUR PREFERENCE IS FOR OPERATION UNDER THE TERMS OF THE EXISTING AGREEMENT, SINCE THIS WOULD OBTAIN NEED FOR EXCHANGE, AND EVENTUAL PUBLICATION, OF NOTES DESCRIBING NEW SERVICE, BUT WE ARE PREPARED TO ACCEPT EITHER OF FOREGOING FORMULATIONS. RUSH

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